

What is a Greenway?

Greenways will be new or improved walking, cycling and, where appropriate, horse riding routes. They will follow off-road paths, along quiet streets or with improved facilities on busier roads. They will help more people reach more of Greater Cambridge with safer, easier and more direct journeys.

The Challenge

The Greater Cambridge Partnership (GCP) is investing to secure sustainable economic growth and improve the quality of life for everyone in our area through a series of ambitious projects and programmes. Although a thriving centre for education, high-tech business and world-leading healthcare, there are severe transport challenges the area needs to address, including:

Continued growth of traffic and congestion

Limited public transport choices and lack of attractive walking and cycling routes

Toxic air pollution and high carbon emissions as a result of limited alternatives to the car

To meet these challenges, the GCP was awarded £500million to make vital improvements to our transport networks.

With this money, we are developing more affordable and greener travel options for our region. The Greenways aim to provide safe and attractive walking, cycling and where appropriate horse riding routes between the city and its surrounding communities.

Improving our region through Greenways, to:



Provide better cycling and walking routes



Enhance public spaces where possible



Reduce the impact of traffic congestion and growing traffic levels



Support access to jobs and opportunities



Reduce air pollution and improve our health

Barton Greenway Project

The Barton Greenway is one of twelve proposed Greenways, which aim to make local walking and cycling journeys easier connecting villages along the route to each other and to enable a direct connection with Cambridge.

Previous public consultation was held in 2018 with supportive feedback for the Barton route. Further design work on the route was approved by the GCP Executive Board in December 2020.

Your views, ideas and experiences are important to us, and we are now providing an update of the design proposals and seeking your feedback for the Barton Greenway.

The Route

The proposals involve upgrading the existing shared-use path on the northern side of Barton Road to provide a safer and more direct two-way cycle track with a separate footway for pedestrians. Raised tables are proposed at side roads with safer crossings to prioritise pedestrians and cyclists.

We propose a safer route across two roundabouts, including enhancements to the Barton Road, Coton Road and Grantchester Road roundabout and the M11N slip road roundabout.

Over the M11 bridge, we are proposing a widened shared-use path with a grass verge and higher parapets to provide more space for Greenway users.

Through Barton village and other sections along the route, we are proposing traffic calming measures including raised tables to improve safety as part of a 20mph speed limit throughout the village.

There will also be a safer, off-road route to Grantchester via the bridleway from New Road / Cambridge Road to Bridle Way, as well as an off-road route north along the Baulk Path to Cambridge Rugby Club.

Roundabout Proposals

In 2018, we presented options for the two roundabouts on the route. We are now proposing safer, more accessible signalised crossings at street level. Previous options included underpasses. We have undertaken feasibility work that revealed significant challenges to deliver them, such as utilities, flood risk and land acquisition. Concerns were also raised about the safety of underpasses in these areas which are isolated for use by pedestrians. Underpasses would therefore represent poor value for money.

Barton Road, Coton Road and Grantchester Road Roundabout

A high-pressure gas main has been identified where the proposed underpass was located. As such, we are now proposing a two-stage signalised crossing on the northern arm of the roundabout to provide a safer crossing. This will be complemented with new 40mph speed limits on all four roads leading into the roundabout with speed reduction measures on the roads approaching the crossing.

M11N slip Road Roundabout

To enable greenway users to cross safely here, we are now proposing a single stage signalised crossing to stop vehicle traffic while users cross the northbound slip road.

We want to hear what local people, organisations, and businesses think about these proposals.

Visualisations of the scheme

Typical Urban Setting

Our proposals include a 'quiet road' treatment type in some locations, where people cycling will use the road. This typically includes reducing speed limits, often to 20mph, and using speed humps as well as signs to highlight the presence of cyclists.



Typical Rural Setting

Our proposals include shared use paths where the route runs off-road. This typically includes a 3-metre wide sealed track with a 2-3 metre grass verge for Greenway users (including horse riders) running parallel. Surface materials are still to be confirmed.



Next stages

The next stages to progress the design of the Barton Greenway will include undertaking the following tasks:

1 Engagement with landowners

We continue to talk to the various private landowners along the route to gain their consent before the scheme is progressed.

2 Traffic modelling

We will model and assess traffic flows at key junctions to understand the potential impact proposals may have on journey times. This includes the Barton Road, Coton Road and Grantchester Road Roundabout, and the M11N slip road roundabout.

3 Environmental & ecology impacts

We are considering the environmental constraints and assessing the possible effects of the proposals on the environment and local ecology, to be incorporated into the next stage of scheme design. This will consist of arboricultural and ecological surveys and hedgerow assessments, to minimise the impacts and enhance biodiversity overall (biodiversity net gain).

4 Planning consent

Under the Town and Country Planning Act 1990, planning consent may be required for the Barton Greenway, subject to final preliminary designs, prior to construction.

5 Parking surveys

We will undertake surveys, where necessary, to understand on-street parking demand at locations where changes may need to be made to improve safety for walking and cycling which could impact parking. Any survey data collected will be inform the preliminary design process.

Barton
greenway

**GREATER
CAMBRIDGE
PARTNERSHIP**
Growing and sharing prosperity

BARTON GREENWAY

Barton - Grantchester - Cambridge

Have your say on a new walking, cycling and, where appropriate, horse riding route linking Barton and Cambridge, with a spur to Grantchester



Greenway treatment types

The Barton Greenway will include the following types of route sections.

A. Quiet Road

A quiet road is a section of on-carriageway cycle lane where vehicle speeds are limited to 20mph. White painted signage would be added to the carriageway where appropriate. Where there is no existing footpath, signage may be used to warn motorists that this is a multi-use route.

B. Shared Use Path

A shared use path would typically include a 3-metre wide sealed track with a 2-3 metre grass verge for soft surface users (including horse riders) running parallel. Where the path runs beside the carriageway, a green verge will separate the path from the road where possible.

C. Protected Path

A protected path would typically include a 3-metre-wide sealed path with equestrian access where appropriate. Where possible, as much protection from the carriageway will be provided, which may include grass verges or shrubs.

It should be noted that 3 metres may not be achievable in all locations due to width constraints, so some bespoke measures will be implemented.

The map illustrates the scheme alignment and key proposals. Technical drawings for the Barton Greenway can be viewed at: www.greatercambridge.org.uk/barton-greenway

4. The M11 Bridge

- Reduce carriageway width to widen the shared-use footway on northern side
- New grass verge between the shared-use path and carriageway to separate Greenway users and motor traffic
- Increased height of existing parapets to improve the level of protection to Greenway users

5. Roundabout Leading to the M11N Slip Road

- Proposed one-stage signalised crossing to provide safe and direct crossing facilities for Greenway users
- Speed reduction measures on the approach to the roundabout to slow down vehicles and make it safer

7. Barton Village

- Cambridge County Council will introduce a speed a 20mph speed limit within the village from Kings Grove in early 2023
- Traffic calming measures throughout the village to complement 20mph speed reduction, i.e. speed humps
- Tightened junction geometry to reduce vehicle speeds at the High Street / New Road junction
- Removal of the link road between the High Street and School Lane to accommodate additional footway space and more greenery, improving safety around Barton C of E Primary School

6. Cambridge Road and New Road Junction

- Junction improvements to provide signalised crossings on each arm of the junction to improve safety for Greenway users when crossing the road
- New signage at the junction to guide users and highlight the Greenway and start of the bridleway
- Re-location of the bus stop alongside a footway to provide a safe space for passengers to board, alight and wait for the bus

3. Barton Road / Coton Road / Grantchester Road roundabout

- Proposed two-stage signalised crossing on the northern arm of the roundabout
- The size of the existing roundabout is to be retained to minimise impacts on the road network during construction
- Introduce a 40mph speed limit on all four arms to slow down vehicles as they approach the roundabout
- Speed reduction measures on the approach to the new crossing on the northern arm

2. Barton Road

- Improvements to the existing shared-use path, including widening
- New signage to guide users and highlight the Greenway
- Grass verge buffers, where possible, to separate users from vehicles
- Traffic calming measures on Barton Road between the University of Cambridge and the college sports ground

1. Barton Road To Cambridge

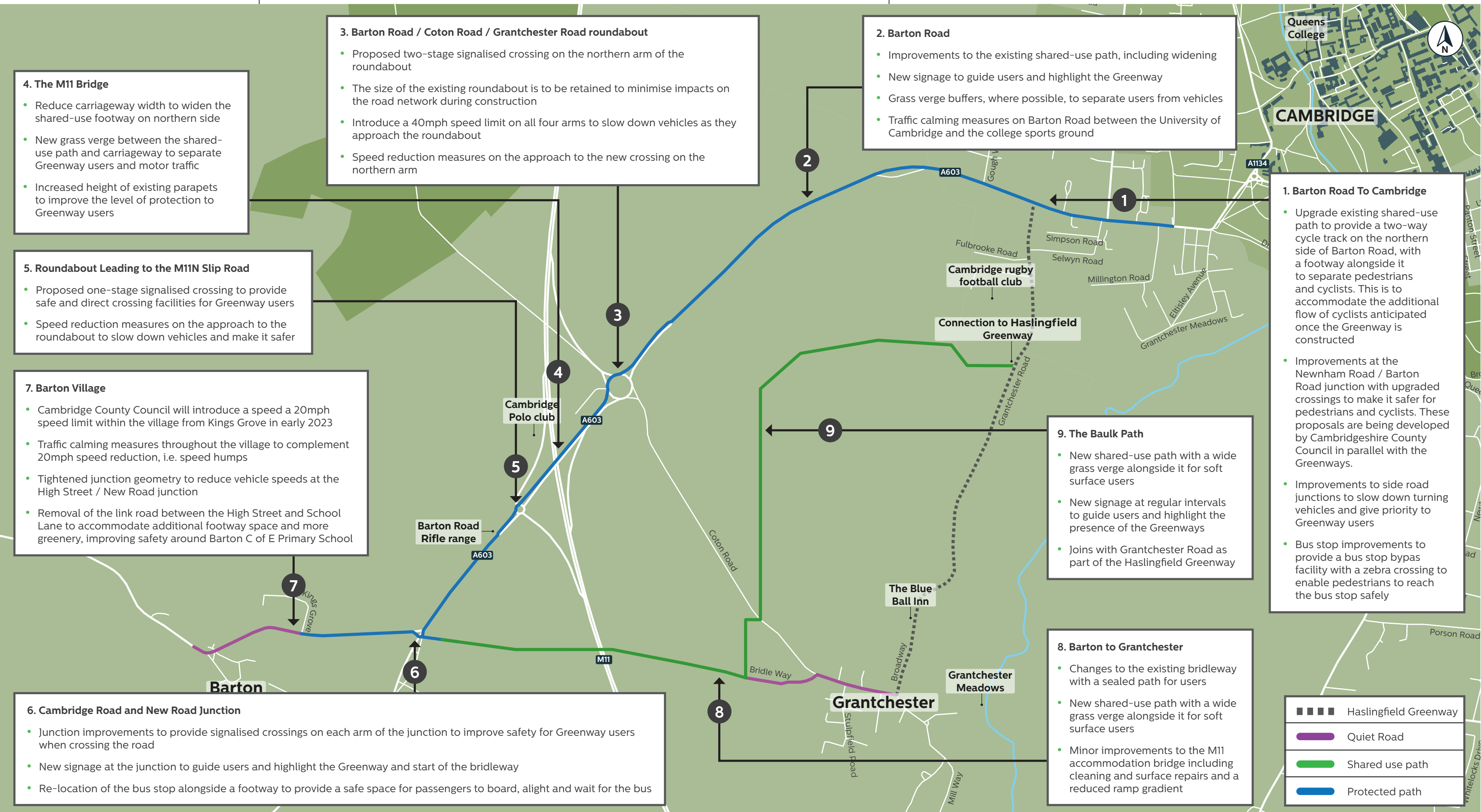
- Upgrade existing shared-use path to provide a two-way cycle track on the northern side of Barton Road, with a footway alongside it to separate pedestrians and cyclists. This is to accommodate the additional flow of cyclists anticipated once the Greenway is constructed
- Improvements at the Newnham Road / Barton Road junction with upgraded crossings to make it safer for pedestrians and cyclists. These proposals are being developed by Cambridgeshire County Council in parallel with the Greenways.
- Improvements to side road junctions to slow down turning vehicles and give priority to Greenway users
- Bus stop improvements to provide a bus stop bypass facility with a zebra crossing to enable pedestrians to reach the bus stop safely

9. The Baulk Path

- New shared-use path with a wide grass verge alongside it for soft surface users
- New signage at regular intervals to guide users and highlight the presence of the Greenways
- Joins with Grantchester Road as part of the Haslingfield Greenway

8. Barton to Grantchester

- Changes to the existing bridleway with a sealed path for users
- New shared-use path with a wide grass verge alongside it for soft surface users
- Minor improvements to the M11 accommodation bridge including cleaning and surface repairs and a reduced ramp gradient



Potential impacts and mitigations

The scheme aims to deliver positive impacts by enhancing routes and facilities for walking, cycling and, where appropriate, horse riding, to support more people to make greener, cheaper and healthier journeys as part of our vision for Greater Cambridge.

The routes are being designed to be fully accessible for wheelchairs, opening up more of our greenspace to more people.

Proposals for on-road sections of the route will feature measures to improve safety for all, including traffic calming and safer crossing points. We are reviewing car parking on the route to ensure it does not create excess risk to people cycling.

Materials and surfacing

Generally, routes will be made from a hard, smooth surface such as asphalt. In more rural locations, including bridleways we will introduce appropriate surface treatment that is sensitive to the local environment. We are also looking at lighting options for all of the routes as part of the next stage of design.



Visual impact

The visual impact of the route will be minimised through measures such as landscaping (including mounds) on the sides of paths where required, which will also include pollinator friendly planting.

Equality analysis

To help ensure that we are meeting our obligations under the Equality Act 2010 we are preparing an Equality Impact Assessment (EqIA) for the proposals put forward in this engagement exercise.

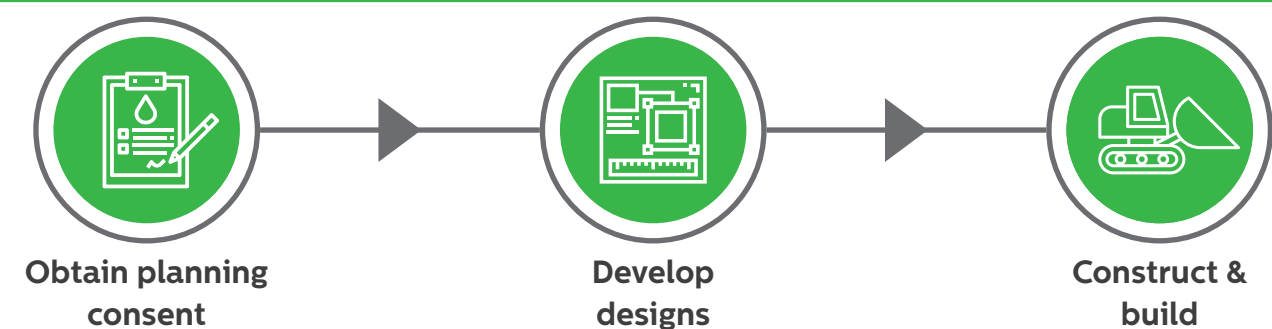
An EqIA is a tool to assess the impact any proposals would have on the protected characteristics: age, disability, sex, gender identity, sexual orientation, race, religion or belief, pregnancy or maternity, marriage and civil partnership and carer's responsibilities.

Construct and build

For some sections of the route, construction is anticipated to begin as early next year. This includes the section from the Barton Road, Grantchester Road, Coton Road roundabout into Cambridge, as well as Barton Village. Construction for the remaining sections are likely to follow later in 2024.

Timeline

Final routes options were presented to the public and the Executive Board in 2020, and we are now presenting the technical design. The next stages are outlined below:



On-going engagement with key stakeholders, land owners and the wider public.

Have Your Say

We want to continue to understand the views of local communities and other interested parties on our proposals and use this feedback to develop the design for this scheme.

The engagement period will run for four weeks from 7 November to midday on 2 December 2022. There are a number of ways to respond and provide feedback:

- Fill out the online questionnaire at: www.greatercambridge.org.uk/barton-greenway
- Download or request a paper questionnaire and return to: **Greater Cambridge Partnership, PO Box 1493, Mandela House, 4 Regent Street, Cambridge, CB1 0YR**

We will be holding an in-person event in November. Details below:
Venue: Barton Village Hall
Date: Thursday 24 November
Time: 14:00pm – 19:00pm
Address: School Lane, Barton, Cambridge CB23 7BD

Next Steps

Your feedback will be analysed once the engagement period ends. The findings will then be compiled into a summary report and made available on our website. Your views alongside the Equality Impact Assessment will be considered by the GCP Executive Board.

Get In Touch

- consultations@greatercambridge.org.uk
- 01223 699906
- @GreaterCambs #CambsGreenways
- www.facebook.com/GreaterCam

Alternative Formats: If you require any of the material in an alternative format or language, please email: consultations@greatercambridge.org.uk or call 01223 699906.